between Vijayawada and Chilakalurpet is proposed to be taken up in stages depending upon acquisition of additional land wherever needed, and availability of funds for four-laning during the 8th plan which is not yet finalised, Land acquisition in Part length has been provided for in Annual plan 1991-92 for sanction.

(c) Since 8th plan is not yet finalised, it is too early to indicate the dates of start and completion of four-laning in this section, as well as the amount which would be required for the purpose.

Development of Buckingham Canal

378. DR. YELAMANCHILI SIVAJI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the newsitem which appeared in *Eenadu*, a Telugu daily dated 3rd February, 1992 wherein it has been stated that the proposed water transport scheme in Buckingham Canal is at the verge of being shelved for want of co-operation from the State Governments of Andhra Pradesh and Tamil Nadu; and

(b) if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. The Buckingham Canal, Commamur Canal, Eluru Canal and the Kakinada Canl form a continuous waterway between Madras and Kakinada and is an inter-state waterway needing integrated development for inland navigation. The two State Governments of Andhra Pradesh and Tamil Nadu were, therefore, requested to formulate an integrated comprehensive scheme for the development of this canal system. The Central Government have projected a proposal for integrated development of the canal system between Madras and Kakinada as a Centrally Sponsord Scheme in the 8th Five Year Plan (1992-97). The State Governments have, however, not projected any matching funds in their State plans as their share either in the 8th Plan (1992-97) and/or in thier Annual plan (1992-93). The 8th Five Year plan is yet to be finalised.

Bus Fares in Delhi

379. SHRI SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether fares of D.T.C. buses and also those under its operation have recently been revised;

(b) whether Government have also revised the fares of Mini Buses and buses plying under permits issued by the State Transport Authority after revision of fares of D.T.C. buses;

(c) whether Government are aware that all mini buses and buses plying under permit issued by the State Transport Authority have increased their fares voluntarily and rather got these printed on their buses keeping these at par with D.T.C. fares;

(d) whether the officials of S.T.A. have raided these buses to save passengers from being exploited;

(e) whether Government propose to keep the passengers of Delhi informed through media including electronic media that the fares of mini buses and buses under S.T.A. have not been revised; and

(f) if so, thed etails thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b): Yes, Sir.

(c) Fares of mini buses and buses flying under permits issued by the State Transport Authority have been revised at par with DTC fares as given below: -

Distance	Fare (Paise)
0—6 Kms. . . .	100
6—16 Kms. . .	200
Above 16 Kms. . .	300

(a) to (f) Does not arise in view of answer to (c) above.

Facilities to Commuters

380. SHRI SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether fares of D.T.C. buses have recently been revised;

(b) if so, the details thereof and justification therefor;

(c) whether fares have been increased without providing sufficient

facilities to passengers like comfortable journey, minimum waiting time for buses, construction of bus queue shelters etc.;

(d) whether Government propose to provide similar facilities to passengers in Delhi as are available in Bombay, Madras and Calcutta; and

(e) if so, the detils thereof and if not, the reasons there for?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The details of the revised fares are annexed as statement (*See* below). Ever since the fare revision in 1986 the cost of operation of DTC has gone up on account of increase in input costs and rising wages of employees. Fare revision was resorted to reduce the gap between operating cost and operating revenue.

(c) The fares have basically been revised to reduce the gap between the operating cost and operating revenue. DTC have also introduced the Green Line Service and Limited Stop Service to provide additional comfort and faster services to the commuters. DTC have also provided bus queue shelters with in the available resources at its disposal.

(d) and (e) In the absence of any Mass Rapid Transport System DTC is mainly responsible for providing transport services in the capital city of Delhi. However, it has been the constant endeavour of DTC to provide maximum comfort to the passengers within the means available.

Statement

Revised Fare Structure of DTC w.e.f. 28-12-1991

Ordinary Fares (in Paise)

Present fare stages	Current fare structure	Revised fare structure
0—6 Kms.	50	100
6—16 Kms.	100	200
16 Kms. and above	150	300

2. The fare for Limited Stop Service may be fixed at Rs. 3.00 against the present rate of Rs. 2-00 irrespective of distance.

3. Children upto the age of 12 years would be entitled to perform a journey by paying half the fare for different slabs.

4. *CONCESSIONAL PASSES*

S. No.	Particulars	Existing (Rs.)	Revised (Rs.)
1	Student All-route Pass	12.50	No increase
2	Re-settlement colony passes—		
	Upto 20 Kms.	15.00	30.00
	Over 20 Kms.	25.00	50.00
3	Police pass	50.00	75.00
4	Press pass	70.00	100.00
5	General All-route pass	100.00	150.00
5.	*SPECIAL SERVICES* :		
1	Night/Delux, Point-to-Point/Ltd., Rly Spl. and P. Services	2.00	3.00
2	Travel as you please	4.00	5.00
3	Tourist—Ist Trip	9.00	15.00
	2nd Trip	7.50	12.00
	Combined	15.00	25.00
4	Palam Coach	10.00	20.00